

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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25X1

S-E-C-R-E-T

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**SECRET****NOFORN/CONTINUED CONTROL**Transportation Summary for March 1960SummaryI. USSR

The development of the Transsiberian Magistrale.

In 1960, the average distance to be covered daily by electric locomotives is to amount to 550 kilometers, by diesel locomotives to 450 and by steam locomotives to 315 kilometers.

The average weight of freight trains is to increase to 2,200 tons in 1960.

Rolling stock to be imported from Poland between 1961 and 1965.

The first four alternate current locomotives arrived [redacted] in Riga.

25X1

Deficiencies at the new alternate current locomotive type N-60.

The series production of a six-axle gondola car of 93-ton load capacity has begun.

A total of 2,000 highway kilometers are to be constructed in the Rostov area during the period of the Seven Years' Plan.

II. East Germany

25X1

Poor cooperation of means of transportation in the new priority center at Rostock.

Unregular Reichsbahn operations at growing transportation requirements.

Heavy military loading in connection with peak training activities of the GSG.

Presumable indications of impending return of troops: Repair of loading ramps in the Berlin area; assembly of empty cars suitable for transit traffic.

Missile suspect shipments have again been observed in military border traffic since late February.

The Deutsche Reichsbahn coal situation was unsatisfactory due to decreasing stocks of bituminous coal.

Situation in the development of the Socialist Competition and the "Newer Methods" at the Deutsche Reichsbahn.

The first main line V-100 diesel locomotives have been tested.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

Repairing of electric locomotives of the pool of damaged locomotives is to be continued pending the series production of the new alternate current locomotive at Hennigsdorf (date of initiation unpredictable).

Test runs with the Kramer/Necke type gauge-changing wheel sets are to be discontinued during the period of the Leipzig Spring Fair. The plant for the construction of switches at Brandenburg-West produces gauge-changing installations.

The Berlin Outer Ring is to be expanded in order to improve its capacity.

Scientific research has stagnated due to the disbandment of the Central Technical Department.

Three-year classes are to be established for high-school students at Reichsbahn repair shops.

The Berlin-Rostock super-highway is to be improved according to most modern views.

The production of heavy trucks is to be discontinued in East Germany in line with the distribution of work within the Council for Mutual Economic Aid.

The centralization of motor vehicle traffic is to be tried out in the Leipzig district.

The development of the inland fleet during the Seven Years' plan.

### III. Poland

1960 investment funds for the traffic sector amount to 5.9 billion zloty.

Planned freight transportation and conveyance of passengers by all public means of transportation on land in 1960.

Traffic Minister Popielas has become new chairman of the Transport Committee of the Council for Mutual Economic Aid.

Planned railroad transportation of freight and passengers in 1960.

Almost 9.4 million tons of transit goods were shipped by railroad in 1960.

The number of railroad containers increased from 2,000 in 1956 to 10,650 in 1959. Shipping with pallets has not been introduced as yet.

In 1960, a total of 161 road kilometers is to be constructed, and 113 kilometers of existing roads are to be modernized.

A total of 937,000 motor vehicles were registered on 1 January 1960, including 630,000 motorcycles, 105,000 passenger cars, and 115,000 trucks.

In 1960, LOT Airline Company is to receive turbo engines of type IL-18-Moscow from the USSR, and aircraft of type D-152-Dresden from East Germany.

S-E-C-R-E-T

25X1

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25X1

- 3 -

I. USSR1. Railroad Transportationa. New Lines

In 1960, a total of 200 main track kilometers are to be laid on the Kamen - Altayskaya section of the Central Siberian Magistrale under construction. The section is expected to be completed by late 1960.

Projects performed or to be performed on the individual sections of the Central Siberian Magistrale, scheduled to relieve the Transsiberian Magistrale on 2,000 kilometers between the Southern Ural and the Ob River, are listed below:

Aydrylya - Dzhettygara

Construction has not begun. According to latest reports, it is doubtful if the section will be constructed at all.

Dzhettygara - Tobol - Kustana

Was put into operation in late 1959.\*)

Kustana - Peski - Kotchetaev

Originally narrow-gauge; this section has been relaid for broad-gauge in the meantime. So far provisionally operated.

Kokchetav - Ksyl Tu

Was put into operation in late 1958.

Ksyl Tu - Irtyshskoye

Construction has not begun. The section is scheduled to be completed within the period of the Seven Year's Plan.

Irtyshskoye - Karasuk

Construction of the main track completed. The section is scheduled to be put into regular service in the fourth quarter of 1960.

Karasuk - Kamen

Under provisional operation since 1958. There is still no regular service on this section.

Kamen - Altayskaya

Under construction since 1959. The section will presumably be operated provisionally by late 1960.

Except for the Aydrylya - Dzhettygara section, the Central Siberian Magistrale is to be completed in the course of the Seven Years' Plan. The project includes the following two branch lines of the Transsiberian Magistrale:

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

- 4 -

- a. Utyak - Peski      Was opened for regular service in late 1959.
- b. Kulomzino - Irtyshskoye      Provisionally operated since late 1959.

\* ) Note: On the construction of new lines, the Soviets distinguish between three stages of opening them for traffic:

- i. Work train traffic is started by the construction platoons as soon as the tracks are laid despite all other installations are still lacking. This stage includes the transportation of goods, particularly of crop products from virgin lands.
- ii. Provisional traffic is controlled by the Ministry for the Construction of Transportation Installations (Ministerium fuer Transportbau) until all stations, signal installations, etc have been completed.
- iii. Regular traffic is controlled by the Ministry for Traffic. There may several years go by between the opening of a line to work traffic and the final opening to regular traffic. Operation of the Tayshet - Lena line, for example, was started in 1951, whereas regular traffic did not start before 1958.

b. Rolling Stock

In 1960, the average distance to be covered daily by electric locomotives is to amount to 550 kilometers, by diesel locomotives to 450, and by steam locomotives to 315 kilometers. The average weight of freight trains is to increase to 2,200 tons. The USSR has planned to import the following rolling stock from Poland between 1961 and 1965:

15,000 freight cars  
5,900 tank cars  
1,750 passenger cars.

The first four of a total of 50 alternate current locomotives to be supplied by France for employment on the Transsiberian Magistrale arrived by sea in Riga.

The alternate current locomotives of type N-60 which were constructed by the Novocherkassk plant and which have been employed in Siberia since late 1959 are subject to various deficiencies in the design.

The car construction plant at Kryukovo near Moscow has begun the series production of a six-axle gondola car of a carrying capacity of 93 tons. The car is to serve the transportation of coal, ore, and of other loose material.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

5

2. Road TransportationNew Roads

About 2,000 highway kilometers are to be constructed in the Rostov area during the period of the Seven Years' Plan. They are to include 1,165 kilometers of the North and the South Ring.

II. East Germany1. General

25X1

- b. Freight turnover among the three means of transportation was still irregular at the new Rostock traffic centre. The distribution of cars was unsatisfactory; jamming of cars alternated with car deficiencies causing too many days in which the ships lay moored.

Responsible offices, the Deutsche Reichsbahn, the District Management of Motor Vehicle Traffic, the Nationalized Enterprises of Harbors and Deutrans (German Transportation) were blamed for operational egotism and unsatisfactory coordination.

2. Railroad Transportationa. Operation and Traffic

- i. The increasing volume of transportation put a great strain on Reichsbahn operations. The flow of traffic was irregular. Freight cars, particularly boxcars and flatcars, were either deficient, or not available in time. Due to the insufficient number of locomotives, regular trains, in particular of RBD Berlin, failed to operate.

The average net load of through freight trains was established at 952 tons in order to make the most of the time schedules.

The personnel situation was particularly strained. Considerations regarding a reduction of off-time of railroad personnel met with objections raised by the FDGB.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

6

- ii. Soviet requirements of the Reichsbahn were above average due to the concentrated training activities reaching their peak in mid-March. Car requirements by the NVA were also above the normal level.

Especially long and heavy trains were used.

The following facts possibly indicate the forthcoming return of troops:

- (a) The repair of all solid loading ramps on railroad stations in East Berlin, prior to 1 April 1960.
  - (b) The assembly of empty car trains, predominantly of flatcars, capable for transit traffic on various railroad stations in East Germany.
- iii. Railborder traffic was intense.
- (a) Since late February 1960, individual missile suspect shipments have been observed in military border traffic moving to the Eberswalde and Halle - Jüterbog areas. They have possibly conveyed missile crews. The supply of vehicles and heavy equipment continued. Almost all Soviet border-crossing shipments carried load exceeding standard measurements.
  - (b) According to the season, economic railborder traffic was heavier than in the preceding months. Due to their untidiness and damaged condition, a large number of cars was rejected by the railroads of the neighboring countries and had to be eliminated at railborder stations.
- The grain shuttle movement between East Germany and the USSR via Brest/Litovsk and Wismar was continued to a lesser degree. In January 1960, four crude oil tankers with about 50,000 tons, and in February, four tankers with about 45,000 tons were noted.

- iv. Bituminous coal stocks of the Deutsche Reichsbahn continued to decrease. Large railroad maintenance shops were partly without bituminous coal reserves. Brown coal briquettes from domestic sources were sufficiently available.
- v. On investigating the status of the Socialist Competitions within the Reichsbahn sector at the beginning of 1960, it came to light that the movement was showing a retrograde tendency and had developed unsatisfactorily on the whole. In this respect, the Department Operations and Traffic fell far behind the other departments being the one making the greatest difficulties in introducing the "Newer Methods". For this reason, the employment of the Christoph-Wehner Method (i.e. breaking down the output on the brigades) was to become obligatory at the Reichsbahn from 1 April 1960 on. Preparations are under way for introducing the complex employment of the Christoph-Wehner-Seifert Method (Seifert Method - determination of lost time).

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

7

b. Rolling Stock

i. The first main line diesel locomotive of the Deutsche Reichsbahn, Type V-180,000, has been tested at the Halle Vehicle Testing Institute since early March. The V-180 is equipped with two engines of 900 HP each from the Berlin-Johannisthal Engine Plant. The gearing is supplied by the firm of Voith (West Germany). Developmental work for the V-180 was begun in 1956; the first construction sample was planned to be completed by late 1957.

ii. The following types and numbers of electric locomotives from pre-war stocks are to be reconditioned and to be put into service in 1960:

E 04 . 1

E 18 . 1

E 21 . 1

E 44 . 3

E 77 . 7

E 94 . 3

The stock of operable electric locomotives (all of them from the pool of damaged locomotives) will thus add up to 106 units. Reconditioning of Construction Series 77 will take place for the first time and is to be carried out at RAW Bessau.

iii. Prior to 1960, VEB LEW "Hans Beimler" at Hennigsdorf, the only plant for the construction of electric locomotives in East Germany, constructed 2,165 direct-current locomotives including 61 main line locomotives, for almost exclusively export purposes.

The first alternate-current locomotive, type E-11 (Bo'Bo') with 15 kV and 16 2/3 Hz is expected to be completed in 1961; another alternate-current locomotive, type E-50 (Co'Co') is under development.

iv. During the period of the 1960 Leipzig Spring Fair, test runs with the Kramer/Necke type gauge-changing wheel sets were discontinued. The series production has not been started yet. In addition to RAW Delitzsch, RAW "7th October" at Zwickau is scheduled to construct the sets.

The Brandenburg-West Switch Construction Plant was ordered to construct five gauge-changing installations in 1960 for unidentified customers. In 1959, the plant supplied three gauge-changing installations to Brest/Litovsk. The plant constructs the installations after designs of the Delitzsch Car Testing Plant.

S-E-C-R-E-T

25X1



S-E-C-R-E-T

25X1

- 8 -

c. Railroad Improvement

## i. Berlin Outer Ring:

(a) On 24 February 1960, double-track operation was started on the Potsdam-Sued - Nesselgrund (Saarmund - Golm) line.

(b) The construction of the "Potsdamer S-Bahnring", planned to be constructed in 1959, and postponed later-on (see Monthly Transportation Summary of January 1960), is to be carried out in 1963. Traffic on the Potsdam - Griebnitzsee - Drewitz - Seddin - Ferch-Lienewitz - Potsdam-Sued - Potsdam Ring requires the construction of two connecting curves between Griebnitzsee and Drewitz, and between Seddin and Ferch-Lienewitz.

(c) Wuhlheide Switchyard:

The construction of the connecting curve between Karlshorst and the exit tracks of the switchyard is nearing completion. The construction is under way of the Wuhlheide crossing installation which is to constitute a viaduct for the connecting curve between Karlshorst and Wuhlheide Switchyard over the Ostendgestell - Michgestell curve.

Four new exit tracks and one entry track were completed at the switchyard in 1959.

ii. The branch lines to the NVA supply installations near Prenzlau (VV-2508) and the Wolfsruh (UU 5909) ammunition depot will be completed as late as in 1961.

iii. The Delitzsch - Bitterfeld (RBD Halle) section is to be rerouted due to brown coal mining.

d. Organization

i. The dissolution of the Central Technical Office as central research and development institute of the Deutsche Reichsbahn has proved to be a mistake already. In consequence of the incorporation of the individual testing institutes into the main administrations of the Ministry for Traffic, the various developmental work is carried out separately, and coordination is lacking. In addition, the "young Socialist Intelligentsia" which replaced almost all old employees is unskilled and unexperienced.

In the interest of the scientific work it has been considered to establish a new central institute under a different designation.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

- 9 -

- ii. One class each will be established at railroad repair shops Wittenberge and Berlin Warschauer Strasse in September 1960 for a three-years training of high-school students. The high-school education is to be received parallel to the time of apprenticeship; in addition to the Abitur, students are to graduate to skilled workers. By 1965, the number of classes is to increase to 34 at the railroad repair shops; a total of 20 percent of the high-school cadre is to be schooled in the above way.

### 3. Road Transportation

- a. The nationalized Berlin Designs Bureau for Roads was ordered to supply the necessary designs for the Berlin - Rostock super-highway project; for this purpose, the office was excused from all other tasks.

For the time being, a total of 45 million DME have been made available for the preliminary work to be carried out on the super-highway construction to be started in 1963. The super-highway is to be designed according to most modern views. In addition to the expansion of the shoulders, sidings for parking vehicles are to be provided for. Entries and exits are to be supplied with longer acceleration and retardation lanes. Important exit roads near major cities are to be lighted.

- Three large wayside hotels (Rasthoefe) are to be established on the Rostock Ring, near Malchow, and on the Berlin Ring in addition to several wayside inns without bedrooms.
- b. In line with the work distribution within the Council for Mutual Economic Aid, the construction of motor vehicles of over 4-ton net load was discontinued effective 1 January 1960. Solely, the production of the "G-5" motor vehicles is to be continued in 1960 by VEB Motor Vehicle Plant "Ernst Grube" at Werdau.

Heavy trucks of six to eight tons, and primemovers of up to 24 tons, are to be imported from Czechoslovakia (Skoda and Tatra), and buses from Hungary (Ikarus).

While the supply of new vehicles has so far been carried out smoothly, the supply of replacement parts has met with difficulties.

- c. On the planned centralization of the motor vehicle traffic, four or five nationalized motor traffic enterprises of the Leipzig district were merged into combines on trial. The number of nationalized motor traffic enterprises in the Leipzig district was thus reduced to five main enterprises.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

- 10 -

4. Inland Shipping

In 1957, the East German inland fleet included 2,800 ships of 200 - 800 tons each and of a total tonnage of about 700,000 tons.

During the period of the Seven Years' Plan, newly constructed vessels with a total tonnage of 119,000 are to be put into service. The tonnage is to increase to 73,000 i.e. 46,000 tons of the highly obsolete fleet are to be eliminated.

Prior to 1945, the tonnage of the inland fleet of the present East German territory amounted to about 1 million tons.

III. Poland1. Total Traffica. 1960 Investments

In 1960, investment funds available to the traffic sector amount to 5.9 billion zloty. They will be distributed as follows:

State Railroads (PKP)	71 percent
Public roads	11 "
State motor vehicle traffic (PKS)	7.6 "
Air Line Company "LOT"	1 "
Enterprises with industry features *)	7.6 "
Construction and assembly enterprises	1 "
Other enterprises	0.8 "

\*) Note: These enterprises include in the first place repair shops for rolling railroad stock (LNTKs), which, in addition to replacement parts, in part produce railroad cars. Plants for the construction of rolling stock and of other railroad equipment, and motor vehicle factories, are not contained in the above list, since they are not subordinate to the Ministry for Traffic but to the Ministry for Heavy Industry. Likewise, there is no statement on inland shipping which is assigned to the Ministry for Shipping and Water Control.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

- 11 -

b. Freight and Passenger Transportation by All Public Means  
of Transportation on Land in 1960

In 1960, all public means of transportation on land are to convey 315.5 million tons of goods and 1,251.4 million passengers. The individual means of transportation are to have the following share in the accomplishment of these quota:

	Freight Traffic (in percentage)	Passenger Traffic (in percentage)
Standard gauge railroads	82.4	72.2
Narrow gauge railroads	4.1	2.5
State motor vehicle traffic (PKS)	13.5	25.3

A comparison of the above figures for freight and passenger traffic with those stated for 1959 (see Monthly Transportation Summary of February 1960) does not furnish a clear picture, since the 1959 figures include the statements for inland shipping and civilian air traffic, but do not contain the performances of the narrow-gauge railroads.

c. Personnel

The new Traffic Minister Jozef Popielas, successor to Ryszard Strelowski, was elected chairman of the Transport Committee of the Council for Mutual Economic Aid of the East Bloc Countries. His previous post of State Secretary of the Ministry for Traffic will be filled by the former manager of Railroad Division Warsaw, Tadeusz Bronowski.

2. Railroad Transportation

a. Freight and Passenger Transportation in 1960

In 1960, the standard gauge railroads are to convey 260 million tons of goods (1959 - 252 million tons) and 900 million passengers (1959 - 870 million).

Freight transportation during the four quarters of the year will amount to the following million tons:

1st Quarter	61.0
2d Quarter	65.1
3d Quarter	65.6
4th Quarter	68.3

The considerable amount of transportation during the fourth quarter is indicative of the heavy fall requirements to be met by the railroads.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

12

b. Transit Traffic in 1959

In 1959, the railroads shipped about 9.4 million tons of transit goods, i.e. 14.7 percent more than in 1958.

c. Container and Pallet Shipments

In Poland, the shipping with containers did not start before 1956. At that time, the PKP owned 2,000 small wooden containers of a capacity of 2 cbm each. In 1959, this number had increased to 10,450. Prior to 1965, the PKP is to obtain 5,000 sheet-metal containers with a capacity of 5 cbm each, of which 200 units were supplied in 1959.

While the small containers move on their own wheels to the railroad car, the large containers require special facilities which have so far been available on 50 railroad stations only. Pallet shipments have not yet been carried out in Poland. Lift forks necessary for loading and unloading the pallets are still unavailable. However, some trial samples are to be produced in 1960.

3. Road Transportation

a. Road and Bridge Construction in 1960

In 1960, a total of 161 road kilometers are to be constructed, and about 113 kilometers of existing roads are to be modernized. In addition, bridges of 3,340 meters in length are to be constructed.

b. Stock of Motor Vehicles

On 1 January 1960, a total of 937,000 motor vehicles were registered in Poland, including 630,000 motorcycles, 105,000 passenger cars, and 115,000 trucks. The remaining motor vehicles will consequently be primemovers and buses.

4. Civilian Air Traffic

In 1960, the State Airline Company "LOT" is to obtain the first turbo engines of type "LI-18-Moskwa" from the USSR. The company is also to purchase East German aircraft of type "D-152-Dresden".

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

Military Supply in March 1960

Summary

I. Supply Situation of Armed Forces Stationed in East Germany

No essential changes were effected in 1959. Supply and return shipments met the usual requirements.

Soviet army troops have been equipped with 30 to 45 days' war requirements.

Stocks of the Twenty-Fourth Air Army amount to about 45 days' requirements.

Units of the East German Army (EGA) (NVA) have been equipped with 14 days' war requirements at the most. The replacement situation is unsatisfactory.

The supply situation of the GSFG is secured even on the increase by another 10 divisions.

The NVA is in the position to carry out limited operations only.

II. Military Border Crossing Traffic in January 1960

As a result of comparison, a total of 52 supply shipments and five return shipments were noted in January 1960.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

**I. Supply Situation of Armed Forces Stationed in East Germany****1. General**

In 1959, the supply situation was practically unchanged. Supply and return shipments between the USSR and East Germany were framed to meet the yearly requirements. The continuous supply of vehicles, arms, equipment, and of new workshop trucks, however, indicates that the supplementation and modernization of the troop equipment has not been completed. The capacity of the ammunition and fuel depots was increased by about 5 to 10 percent. The enlargement of the stocks corresponds to the increasing consumption by the various units.

For location and capacity of the main depots, see Annex 1-3.

**2. Stocks of the Soviet Army Units**

- a. Ammunition stocks, including the equipment of the troops, amount to about 450,000 tons, i.e. to about 13 rates of combat for all arms of the GSFG. At a medium daily consumption quota of approximately 10,000 tons, this stock will be sufficient for about 45 combat days.
- b. Fuel: the present tanking capacity for carburetor and diesel fuel of the group and army depots of the GSFG is about 65,000 cubic meters (cbm). It is assumed that the depots are filled to 60,000 cbm. The troop up to and including the division is equipped with a movable stock of 2-2.5 refills, i.e. of approximately 35,000 cbm. The total stock of the army units thus amounts to 95,000 cbm (75,000 tons). This quantity corresponds to about 6 refills and is sufficient for about 25 days.  
In the event of a recourse to civilian fuel stocks of which the immediately available stocks amount to about 150,000 tons, the range of action is increased to about 75 days.
- c. The equipment of the GSFG units with arms of all kinds, with apparatus and workshops, and particularly with tanks and motor vehicles, is ample and modern. The equipment is currently improved. Notable additional stocks of arms and main equipment are not available at the equipment parks. This applies also for engineer and telecommunication apparatus.
- d. About 30 days' requirements for the GSFG units are stored in the ration supply depots.
- e. There are few stocks of the remaining supply articles, as clothing, equipment, medical equipment, medicines, ABC defensive arms.
- f. Summary: Provided that adequate reserves of arms, replacement parts and equipment are procured, the Soviet army troops are capable of conducting a four to six week combat.

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

- 3 -

### 3. Stocks of the Twenty-Fourth Air Army

#### a. Fuel

The tanking capacity amounts to about 120,000 cbm. Hence it follows that approximately 100,000 tons of jet fuel and aviation gasoline can be stored. The proportion of jet fuel to aviation gasoline can be estimated at 20 : 1. On the assumption of the available tanking installations being filled 80 percent on the average, the stock of jet fuel amounts to 76,000 tons, and of aviation gasoline to 4,000 tons, i.e. to a total of 80,000 tons. This corresponds to 35 days' war requirements. In the event of utilizing civilian stocks of about 20,000 tons, the range of activity is increased to 45 days.

#### b. Ammunition

About 45,000 tons of bomb release and aircraft armament ammunition are stored in main depots and on airfields. At an average daily requirement of 1,000 tons of the Twenty-Fourth Air Army, this stock meets the demand of about 45 days.

### 4. Supply Situation of the NVA

#### a. Army Units

- i. The maximum stock of ammunition available to main depots and to the troop amounts to 40,000 tons. This quantity meets 14 days' requirements.
- ii. At an 85 percent utilization of the storing capacity, fuel stocks can be estimated at about 8,000 tons, meeting 10 days' requirements.
- iii. The equipment of the troop with mobile repair installations amounts to 50 percent of the authorized quota at the utmost. There are no mobile main workshops available.  
The replacement situation in arms, tanks, motor vehicles and main equipment is poor. The same applies to the equipment from own production as well as to that supplied from the USSR. The war stock of replacement parts meets 10 days' requirements. It is stressed to equip the troop with stocks of another 10 days' requirements.

#### b. Air and Naval Forces

Stocks of mass consumption goods are likewise limited to 10 to 15 days' requirements. The replacement parts' situation corresponds to that of the army.

S-E-C-R-E-T

25X1



S-E-C-R-E-T

25X1

- 4 -

5. Summary

- a. Units of the GSFG are sufficiently equipped for attack and defense operations against the range of LANDCENT. In case of an increase by 10 divisional slices, stocks of mass consumption goods are reduced as follows:

Ammunition	from 45 days to 35 days
Fuel	from 75 days to 60 days

These figures are founded on the assumption that the new additional units carry with them 1.5 combat rates and 2 to 2.5 refills.

- b. The following facts would be indicative of a planned Soviet attack:

The increased supply of ammunition,  
the storing of main equipment and replacement parts,  
the transfer of supply bases into districts located west of the Elbe - Saale line.

- c. NVA units are capable to conduct limited operations only.

II. Military Border Crossing Traffic in January 1960

As a result of comparison, a total of 52 supply shipments and of five return shipments were noted in January 1960.

Supply

Ammunition	2,370 tons
Artillery pieces	
Tanks	
Total motor vehicles	463
including prime movers	66
armored motor vehicles BTR 50 P	38
BTR 152	10
amphibious trucks APC	30
GAS (MAV)	48
GAS 46	21
ZIS-151	21
boxcars	30
u/i tank cars	16
tank cars ZIS-151	15
ambulances	25
u/i motor vehicles	143
Two-axle trailers	43

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

- 5 -

Return

Ammunition	570 tons
artillery pieces	
tanks	
u/i motor vehicles	38

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

Annex 1Ammunition Depots in East Germany

(Estimated Capacity and Stock in Tons)

Status: March 1960

	<u>Storing Capacity</u>	<u>Stock</u>
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I. Soviet Army

1. Group depot	194,000 - 345,000	
2. Army depot	105,000 - 155,000	
3. Stocks of the troop	50,000 - 60,000	
	349,000 - 560,000	450,000

II. Twenty-Fourth Air Army

1. Army depot	20,000 - 40,000	
2. Stocks of flying units	10,000 - 20,000	
	30,000 - 60,000	45,000

III. EGA

1. Main Depot	25,000 - 40,000	
2. Stocks of the troop	10,000 - 15,000	
	35,000 - 55,000	40,000

Total ammunition depots in East Germany	414,000 - 675,000	535,000
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S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

Annex 1

- 2 -

I. Soviet Army1. Group DepotsFuerstenwalde-  
Berkenbrueck

35 bunkers 4,000-5,000 tons

Hohenleipisch

90 bunkers 15x15x3 20,000-40,000 tons  
4 houses 25x10x4

Kaper

100 underground bunkers 30,000-58,000 tons  
20 houses

Mockrehna

100 bunkers 30,000-45,000 tons  
1 shed

Torgau-Zinna

100 underground bunkers  
8x5x3  
7 workshops 30,000-50,000 tons  
2 store sheds

Toepchin

18 aboveground bunkers 20,000-40,000 tons  
12x8Wilmersdorf-  
Pfaffendorf148 bunkers 15x10x2 30,000-62,000 tons  
6 sheds 30x50

Wulkow

120 underground bunkers 30,000-45,000 tons  
15x15x3  
6 sheds 80 x 20

25X1

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194,000-345,000 tons2. Army Depots

Altengrabow

75 underground bunkers  
200 tons(Third Shock  
Army)28 houses/15 tons 25,000-36,000 tons  
26 houses/30 tons

Altenhain

250 underground bunkers  
75 tons(Second Gds Tank  
Army)18 sheds 50x30 20,000-30,000 tons  
10 houses

Dannenwalde

80 aboveground bunkers 10,000-14,000 tons  
15x15x2.5(Second Gds Tank  
Army)

Eberswalde-Finow

4 bunkers 75 m long 5,000-15,000 tons  
3 bunkers 80x30x4  
4 sheds 60x25x4(Twentieth Gds  
Army)

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

Annex 1  
- 3 -

Jueterbog [redacted] (Third Gds Army)	50 underground bunkers 12x4x4 20 houses	40,000-50,000 tons	25X1
Roederau [redacted] (First Gds Tank Army)	36 bunkers 20x12x4	5,000-10,000 tons	25X1
		105,000-155,000 tons	

3. Stocks of the Troop up to and Inclusive Division

50,000-60,000 tons

349,000-560,000 tons

II. Twenty-Fourth Air Army1. Army Depots

Buckau- Pramsdorf [redacted]	100 underground bunkers 200 tons	10,000-20,000 tons	25X1
Finow-Vorwerk- Biesenthal [redacted]	35 underground bunkers 5 sheds 100x20x8	10,000-20,000 tons	25X1

2. Stock of Flying Units

10,000-20,000 tons

30,000-60,000 tons

III. EGA1. Main Depots

Gorgast [redacted]	6 bunkers (Fort installation)	4,000- 5,000 tons	
Kluess-Guestrow- Priemerwald [redacted]	50 bunkers 10x10x3 10 houses 40x10x3 10 ammunition filling houses 40x10x3	10,000-20,000 tons	
Wolfsruh (Koenigstaedt) [redacted]	48 above-ground bunkers 15x15x3.5 20 houses	8,000-10,000 tons	25X1
Torgau-Elsnig [redacted]	30 bunkers 10x10x3 (Planned: 64 bunkers = about 12,000 tons)	3,000- 5,000 tons	

2. Stocks of the Troop

10,000-15,000 tons

35,000-55,000 tons

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

Annex 2Military Fuel Depots in East Germany

(Estimated Capacity in Cubicmeters)

Status: March 1960I. Fuel Depots of the Soviet Army

1. GSFG depots	30,000	
2. Army depots	35,000	
3. Stationary fuel tank installations with the troop	35,000	
		100,000 cbm

II. Fuel Depots of the Soviet Air Force

1. Main tank depots of the Twenty-Fourth Air Army	76,000	
2. Airfield depots of the Twenty-Fourth Air Army	42,000	
3. Airfields of the Baltic Fleet	2,000	
		120,000 cbm

III. Fuel Depots of the EGA

1. Depots of EGA/Army	11,500	
2. Depots of EGA/Air Force	16,600	
3. Depots of EGA/Navy	16,000	
		44,100 cbm

<u>Total Military Fuel Depots in East Germany</u>	<u>264,100 cbm</u>
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S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

Annex 2

- 2 -

I. Fuel Depots of the Soviet Army1. GSFG Depots

Altstrelitz [ ] (Fuerstensee)	3,000	25X1
Mixdorf [ ]	3,500	
Radensleben [ ]	5,000	
Schleife [ ]	10,000	
Strassgraebchen-Bernsdorf [ ]	6,000	25X1
Velten [ ]	2,000	
	<hr/> 30,000 cbm	

2. Army Depots

Magdeburg-Hafen [ ] (Third Shock Army)	10,000	25X1
Muenchenbernsdorf [ ] (Eighth Gds Army)	11,000	
Fuerstenberg-Ravensbrueck [ ] (Second Gds Tank Army)	3,000	
Biesenthal [ ] (Twentieth Gds Army)	3,000	25X1
Kummersdorf [ ] (Third Gds Army)	3,000	
Radebeul [ ] (First Gds Tank Army)	5,000	
	<hr/> 35,000 cbm	

3. Stationary Fuel Tank Installation with the Troop 35,000 cbm

Total Fuel Depots of the Soviet Army: 100,000 cbm

II. Fuel Depots of the Soviet Air Force1. Main Fuel Tank Depots of the Twenty-Fourth Air Army

Aken [ ]	13,100	25X1
Klein-Bahren [ ]	15,200	
Kurtschlag [ ]	5,600	
Riesa-Alter Hafen [ ]	10,000	
Rochau-Altsorgefeld [ ]	8,000	
Velten [ ]	18,500	
Winkel [ ]	5,600	
	<hr/> 76,000 cbm	

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

Annex 2

- 3 -

2. Airfield Depots of the Twenty-Fourth Air Army

Allstedt	[redacted]	2,300	25X1
Altenburg	[redacted]	1,600	
Alt-Loennewitz	[redacted]	1,000	
Briesen	[redacted]	2,000	
Cochstedt (under construction)	[redacted]	2,000	
Erfurt-Bindersleben	[redacted]	700	
Finow	[redacted]	1,500	
Finsterwalde	[redacted]	1,500	
Gross-Doelln	[redacted]	3,200	
Haina	[redacted]	1,000	
Grossenhain	[redacted]	1,300	
Jueterbog	[redacted]	1,500	
Koethen	[redacted]	1,000	
Mahlwinkel	[redacted]	900	
Merseburg	[redacted]	1,000	
Neuruppin	[redacted]	1,000	
Oranienburg	[redacted]	1,500	
Parchim	[redacted]	1,450	
Puetnitz	[redacted]	1,000	
Rechlin-Laerz	[redacted]	1,000	
Retzow	[redacted]	500	
Rothenburg	[redacted]	2,000	
Schlotheim	[redacted]	500	
Schoenefeld	[redacted]	2,400	
Stendal	[redacted]	2,000	
Welzow	[redacted]	1,350	
Werneuchen	[redacted]	3,300	
Wittstock	[redacted]	1,000	
Zerbst	[redacted]	1,100	

42,000 cbm

3. Airfields of the Baltic Fleet

Garz	[redacted]	1,000	25X1
Peenemuende	[redacted]	1,000	

2,000 cbm

Total Fuel Depots of the Soviet Air Force120,000 cbm



S-E-C-R-E-T

Annex 2

25X1

- 4 -

**SECRET**III. Fuel Depots of the EGA1. Army

Hohensaaten [redacted]	4,500	25X1
Stationary Fuel Tank Installation with the Troop	7,000	
Total army depots:	11,500 cbm	

2. Air ForceMain Fuel Tank Depots:

Niederlehne [redacted]	4,200 cbm	25X1
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Airfield Depots of the EGA Air Force

Bautzen-Litten [redacted]	600	25X1
Brandenburg-Briest [redacted]	700	
Brandenburg-Industriegelände [redacted]	150	
Brandis [redacted]	1,000	25X1
Cottbus [redacted]	1,000	
Dessau [redacted]	550	
Dresden-Klotzsche	600	
Drewitz [redacted]	1,500	25X1
Jocksdorf [redacted]	1,500	
Kamenz [redacted]	800	
Neubrandenburg [redacted]	500	
Neuhardenberg-Marxwalde (under construction)	2,000	
Schkeuditz (under construction)	500	
Tutow [redacted]	1,000	25X1
	12,400 cbm	

Total Fuel Tank Depots of the Air Force

16,600 cbm

3. Navy

Peenemuende [redacted]	400	25X1
Sassnitz-Dwasieden [redacted]	3,400	
Stralsund-Schwarze Kuppe [redacted]	100	
Warnemuende base of 4th Flotilla [redacted]	2,000	
Warnemuende reserve depot	10,000 (planned 50,000)	
Wolgast Shipyard [redacted]	100	25X1

Total Fuel Tank Depots of the Navy

14,000 cbm

Total Fuel Tank Depots of the EGA

34,100 cbm

S-E-C-R-E-T

25X1

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25X1

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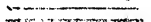



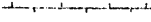



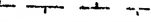
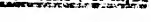





25X1

25X1

Annex 3

- 2 -

Explanation

	Double-track main line
	Single-track main line
	Single-track line
	Single-track branch line
	Single-track narrow-gauge line
	Electrified line
	Electrification by 1960
	Electrification by 1965
	One track dismantled
	Dismantled
	Dismantled narrow-gauge line
	2d track under reconstruction or under construction
	Reconstruction or construction of the 2d track planned
	Line under reconstruction or construction (single- or double track)
	Planned reconstruction or construction (single- or double track)
	Improvement to main line
	Transfer station

closed down at present

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